

CLAISEBROOK PRECINCT VISIONING WORKSHOP
Gareth Naven Room, NIB Stadium – Vincent Street Leederville
10:45am Saturday 14th April 2012

WORKSHOP SUMMARY

1. WELCOME AND BATCHING PLANT UPDATE

The Mayor of the City of Vincent, the Hon. Alannah MacTiernan, welcomed participants and set the scene for the workshop noting that:

- It is good to have a great mix of community, Councillors and Council staff present;
- Local MLA John Hyde is also present;
- The Claisebrook Precinct is now part of the City of Vincent;
- The City's overarching visioning process is already completed with no chance to include the Claisebrook precinct as part of that process;
- Good chance to do so now as we prepare a new Town Planning Scheme and more detailed area planning as part of the Structure Plan for this precinct;
- We are seeking guidance on the future of the batching plants as input to this. This has now been referred to the State Administrative Tribunal (SAT) for consideration and a decision for the longer term;
- There is a level of disappointment that a decision will not be made in the shorter term but at least a strong recommendation for 5 year approval. There could then be a further extension subject to re-application;
- Our goal is to get the planning right for this precinct;
- State government planning policy suggesting mixed use Transit Oriented Development (TOD) but no other showing industrial operations such as this;
- A clearer focus is needed with attention over 5 years to:
 - Closely monitor the operations of the batching plants.
 - More finite measures for monitoring dust and other conditions of approval on a permanent basis.
 - Enhanced landscaping in buffers.
- That gives us 5 years to get this right with planned expansion for various land users in the area as live projects and the land use mix will change over time;
- Today is about gathering your views and ideas albeit diverse potentially;
- The mix of land uses can be interesting with some wanting to see commercial and industrial mixes remain;
- Your views and values are important to us and for making this an interesting, exciting and quality place; and
- This will then form part of the Structure Plan and Town Planning Scheme for the future.

Batching Plants – Hanson and Holcim

- State Administrative Tribunal (SAT) forwarded its recommendations to the Minister for Planning on 15 March 2012.
- Scheme Amendment No. 29 was resolved to be discontinued by Council on 10 April 2012.

Questions and answers arising from this session are summarised below.

Q	What is happening with Scheme Amendment 29?
A	<p>City of Vincent (CoV) initiated the amendment with WA Planning Commission seeking approval to advertise. Approval was denied by WAPC unless the batching plants were included as special use zone.</p> <p>The Draft Town Planning Scheme (TPS) was prepared and includes Amendment 29 within it with duplication of process. The TPS was submitted in December 2011 and we are waiting for approval to advertise.</p> <p>As a result the City of Vincent is not proceeding with the proposed Scheme Amendment No. 29 to TPS No.1. The SAT decision now changes the balance a little.</p>
Q	If it is classified as special use doesn't this allow for the cement plants to continue?
A	Yes, and we will overcome this by not proceeding with Scheme Amendment No. 29 and proceeding with the TPS No.2 and the plants remain as a non conforming land use.
Q	SAT often refer to the lack of a planning scheme in the area and the lack of an agreed vision for the area.
A	<p>This probably reflects the lack of consistency with planning policy.</p> <p>Amendment 29 to TPS No.1 and the TPS No.2 weren't in place previously and we are now putting the mechanisms in place to manage this better and put the City of Vincent house in order planning wise for this area.</p> <p>There is also some practical considerations including monitoring of the operations in a commercial and residential area with more people moving to the area making it increasingly problematic.</p> <p>The vision needs to allow for their presence in the medium term and consider the longer term. Some incentives may be needed to drive this process and encourage redevelopment</p>

2. WORKSHOP PURPOSE AND PROCESS

Linton Pike (workshop facilitator), outlined the process for the workshop and explained that the workshop purpose was to develop an agreed vision for the Claisebrook Precinct. The workshop agenda is provided at Attachment One. A list of workshop participants is provided at Attachment Two.

3. PLANNING CONTEXT

Tory Young, City of Vincent, provided the planning context noting the following key points.

The objective is:

- To ascertain the local community's views and aspirations for the strategic direction of the area of Claisebrook.

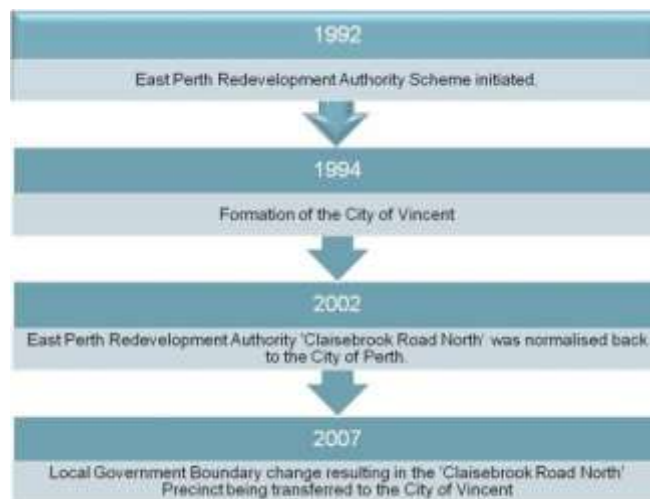
Regional Context

- Zoned 'Urban' under the Metropolitan Region Scheme
- Directions 2031
- Close Proximity to Perth Central Business District
- Graham Farmer Freeway
- East Parade- Primary Freight Rd

Local Context



Background



The Precinct



4. BRIEF QUESTION AND ANSWER SESSION

A question and answer session followed as summarised below.

Q	Why didn't EPRA remove the plants when they were in charge?
A	<p>Detailed guidelines were in place but there is no obvious reason why it didn't proceed.</p> <p>The existing plans expire in June and October this year. EPRA chose not to act until the expiry dates came to be.</p> <p>This then became a City of Perth or City of Vincent issue to address.</p> <p>This often happens in a renewal process e.g. East Perth urban renewal.</p> <p>There are always compromises and the intent was to create an opportunity to renewal and see how things then progressed over time.</p> <p>It was about making progress in a catalytic way it is now an issue for City of Vincent.</p>
Q	What did EPRA do in Claisebrook North?
A	<p>It wasn't in the City of Vincent at that time so it is not possible to comment on what was achieved.</p> <p>The land use is long established with minimal transformation.</p>
Q	<p>There was pressure to redevelop previously by EPRA with community backlash. We have been able to influence as a result with conflicting land uses potentially with mixed use including industrial.</p> <p>Some changes were made in the area but there was no effective plan while the batching plants remained with an initial approval of 5 years in 1987 or about that time.</p> <p>This has been extended since then. Nothing will really happen until the batching plants move.</p> <p>This creates uncertainty for land owners with change anticipated. What do we do with increasing vacancies and some development and renewal now planned?</p>
A	We start with processes such as this to plan a vision for the future that is broadly supported.
Q	<p>The batching plants are a blight on the area and create difficulties for local landowners and residents. We need to get past that now and focus on the future and what might be.</p> <p>EPRA and City of Perth did try to improve the area. Please focus on the future and a vision for it that will create momentum.</p>
A	The sentiment is supported.
Q	Current zoning – will that be changed with current zonings permitting a range of land uses that is a little confusing.
A	<p>The purpose of today is to inform future zonings that would be supported by the community as part of a broader vision. The City of Vincent supports a mixed residential and commercial zoning.</p> <p>The EPRA Scheme currently prevails – with R80 and a mix of residential possible.</p> <p>We propose a continued mix of uses but not heavy industry.</p>
Q	The commercial owners contribute to the City of Perth Parking Policy to fund the CAT bus service. This is something we need to pursue to get the benefits of what we contribute towards.
A	Agreed as a potential opportunity for the future.

Q	What does the current EPRA plan allow for?
A	<p>EPRA Scheme allows for residential R80 coding. Development Standards allow for:</p> <ul style="list-style-type: none"> • Commercial, service and light industry. • Retail and Residential. • Community and recreational land uses. <p>The Scheme is general and allows considerable flexibility. Development Guides will inform the subsequent built form.</p>
Q	<p>There is an opportunity to create a destination and departure points in a key railway hub.</p> <p>We have neighbours that can't develop in narrow frontage. Can we respond with creative parking and other strategies to facilitate development that don't have cars and maximise the use of the train lines.</p>
A	<p>There are many possible tools at our disposal to promote appropriate development and address challenges such as these. In some cases it may be necessary for private land owners to look to amalgamate land over time to produce the desired outcomes.</p>
Q	Is there a list of existing Development Applications and building permits in the last 12 months?
A	That is available and can be included in this summary.
Q	What development is currently underway?
A	<p>Development is currently underway on a number of sites including those listed below:</p> <ul style="list-style-type: none"> • Finbar development on the north west corner as an eating house and residential development of around 7 storey in part. • Uniting Voice as a 4 storey mostly residential development. • Cheriton – 5 storey Hospitality Group – commercial with residential over. • Dept of Housing at the north on Summers Street. • Chelsea Street development planned. • A number of other sites are for sale in the area.

5. SETTING THE SCENE - A VISION FOR THE FUTURE

Tory Young set the scene for the first workshop session by presenting relevant planning context for the future noting the following:

Vincent Vision

- In 2004 the City of Vincent embarked on Vincent Vision 2024, an ambitious project to establish a long range community vision for a new Town Planning Scheme and to guide the strategic direction of the City of Vincent into the future.
 - a major community vision
 - five workshops
 - over 500 individuals
- Now Vincent is giving the opportunity for members of the community to embark on a vision for Claisebrook Road North.

The Visionary Process is provided in the flow chart below:



Constraints – Built Form

- Dominating commercial and industrial land uses
- Lack of street vegetation and poor landscaping
- Lack of public art
- Physical barrier
 - connection from the train station to Nib Stadium

Constraints - Transport

- Lack of safe and adequate facilities for pedestrian movement
 - evident at the entry point from the Claisebrook Train Station Footbridge to Claisebrook Road
- Extremely car oriented
 - One way streets
- Parking
 - On road parking restricting drivers visibility and pedestrian safety

Constraints - Activity

- Compatibility of Land Uses
 - Concrete Batching Plant
 - Hanson
 - Holcim
 - Nil night-time activity
 - Security and safety concerns

Opportunities - Built Form

- Reinforce unique character
- Improve the streetscape character
 - Activate street frontages

- Increase the aesthetics of the area
 - Green spaces
 - Public art
 - Identify any heritage significance
- Create a vibrant and active environment
- State owned land

Opportunities - Transport

- Close proximity to the CBD
- Transit Oriented Development
 - Ideal location to promote key principles of Transit Oriented
- Development due to close proximity to CBD and Two Train
- Stations. This will reflect:
 - a sustainable design;
 - more pedestrian friendly ;
 - increased activity; and
 - strengthen the character of the area.
- Timed Paid Parking
 - Stop those taking advantage of the *Free Public Transport* area
- Better connectivity

Opportunities - Activity

- The City of Vincent Local Planning Strategy identifies Claisebrook Road North as a key planned growth area.
- *Directions 2031*, states that the central sub-regional population is projected to grow by approximately 29 per cent.
 - housing target for the City is to accommodate an increase of 5,000 dwellings by 2031
- Mix use of activities
 - Establish a night-time economy
- Establish a diverse range of housing
 - Affordable housing

The City of Vincent's Strategic Objectives for the Local Planning Strategy are shown below

- To promote the principles of Transit Oriented Development through high density mixed use developments in close proximity to the surrounding public transport nodes;
- To encourage social diversity throughout the area by encouraging of a range of housing choices and affordability;
- To encourage uses that support the local community and encourage the development of Claisebrook Road as a local centre;
- To encourage a mix of uses including commercial and residential developments that are compatible with one another;
- To encourage employment opportunities within the area through a range of commercial activities;
- To provide opportunity for innovation and sustainability through design and construction;
- To promote links within the area and between surrounding facilities and infrastructure, including Perth Oval and Claisebrook Train Station; and

- To encourage the retention and re-establishment of native vegetation in the area to enhance the amenity of the area and to minimise the impact of carbon emissions and the heat island effect;

6. WORKSHOP SESSION #1 – A COMMUNITY VISION FOR THE FUTURE

Workshop participants discussed their overarching vision for the site agreeing the following key principles and inclusions:

- Mixed use precinct potentially offering:
 - Residential – permanent and short stay – retaining unique flavour.
 - Commercial – e.g. office, small business, warehouse and show room, education.
 - Light industry – e.g. printing, dry cleaning, mechanical repairs, small diagnostic labs or service industry. Smaller lot industrial lot but need to consider visual and other local area impacts.
 - Hospitality - coffee shop, short stay, hotel, small wine bar.
 - Education
 - Community and recreational land uses to promote good lifestyle.
 - Improved streetscapes and the sense of community with diversity.
- Integrated with regional land uses and not necessarily homogenous;
- With a unique feel of its own like Fremantle Round House or Carlton;
- Maintaining the industrial heritage of the area during and after the transformation;
- Adaptive reuse of the warehouses;
- Providing a level of local lifestyle and self sufficiency;
- A mix of old and new;
- Benefitting from easy access to the city and not duplicating what is readily accessible; and
- Timely and responsive growth to reflect the changing face of the community.

7. WORKSHOP SESSION #2 - TRANSPORT (ALL FORMS)

Tory Young provided a brief overview of the transport context noting that the key discussion topics include:

- Where should the primary precinct access and egress point/s be?
- What provision is needed for cycling and walking?
- How could we improve access to public transport?
- How should parking be managed as part of the new vision?

Workshop participants were provided with individual feedback sheets to provide supplementary comment should they wish to do so. The resultant feedback is recorded later in this summary.

Train Station:

- Claisebrook Train Station (within 400 metres)
- East Perth Train Station (within 800 metres)
- Mclver Train Station (within 800 metres)

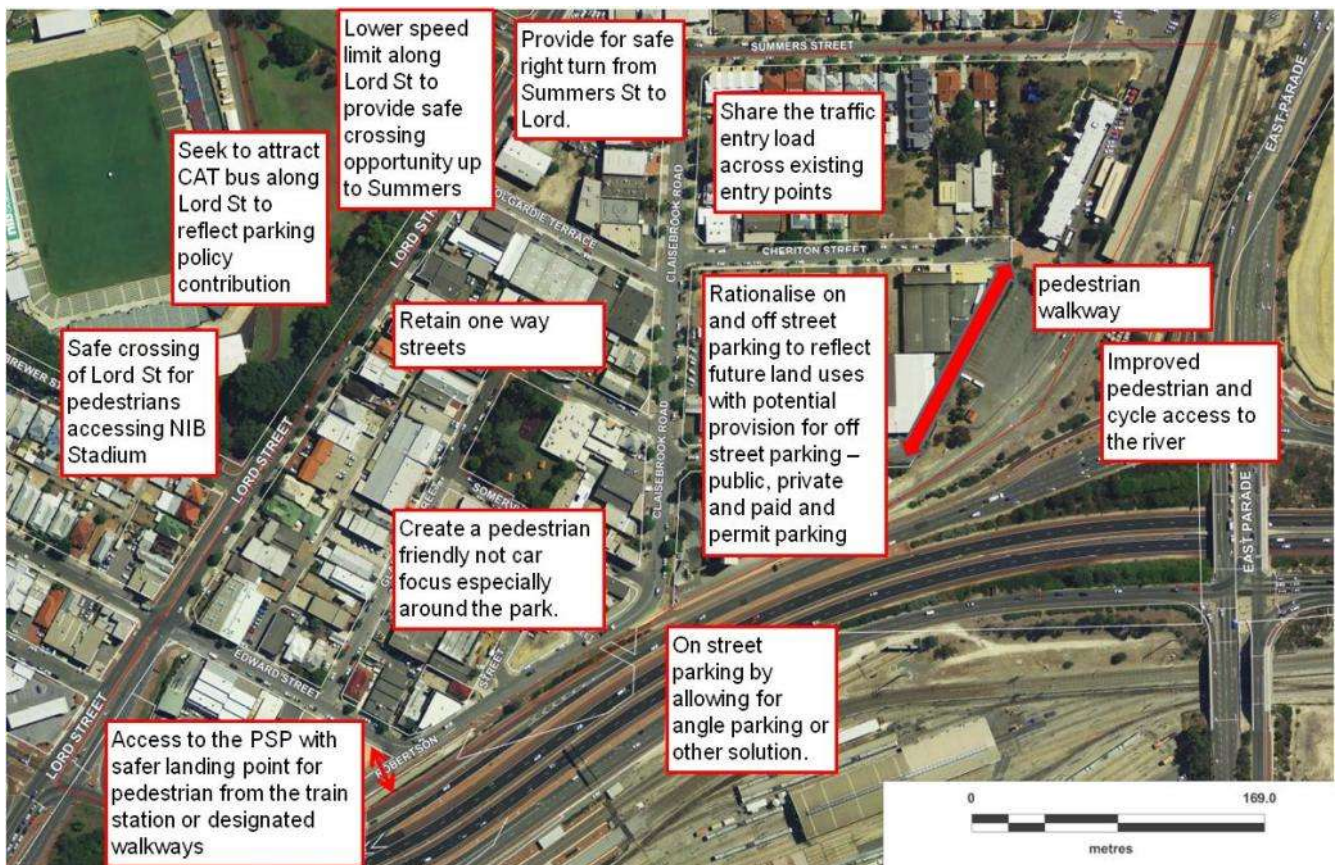
Bus Routes:

- 7 bus routes along Lord Street,
 - making approximately 130 trips on weekdays, 76 trips on Saturdays, and 39 trips on Sundays/public holidays

The key transport information is shown diagrammatically over the page.



The subsequent large group workshop session identified the following key themes and considerations.



8. WORKSHOP SESSION #3 - LAND USE AND URBAN FORM

A brief overview of the land use, built form and public open space context and subsequent key discussion topics is shown below:

- What type of land use is supported in the future – residential, commercial, retail, industrial or other?
- What scale of development is appropriate?
- How do you vision the streetscape?
- Where should the greatest area or hub of activity be focused?

Existing Land Use

Predominant land uses include:

- Commercial, including offices and consulting rooms;
- Residential dwellings; and
- Light industry, including warehouses and workshops;
- Heavy Industry, including two concrete batching plants.



Public Realm and Open Space - Within the Claisebrook Road North area

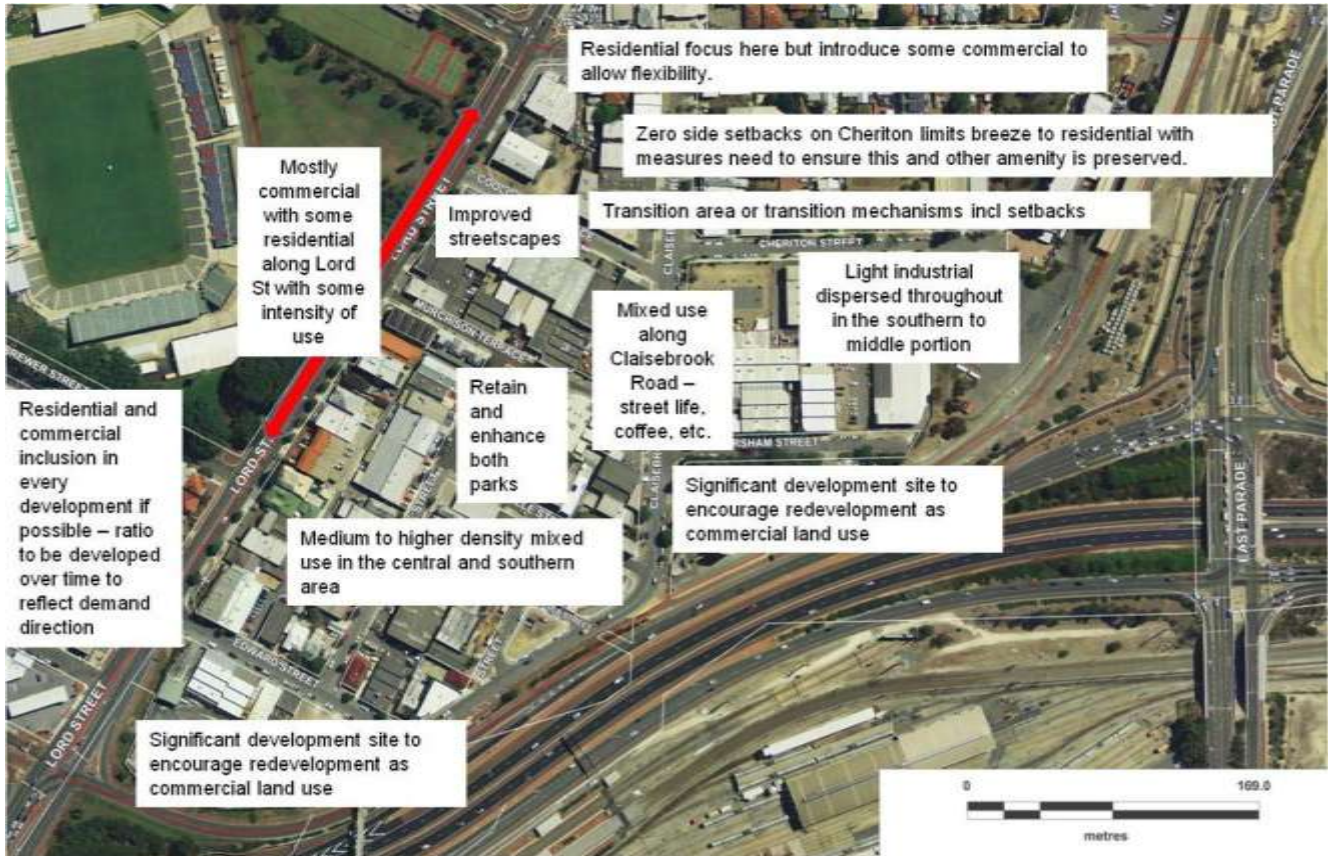
- Gladstone Street Reserve,
 - Considered to be a local park, and provides an area of passive open space.

Outside the Subject Area

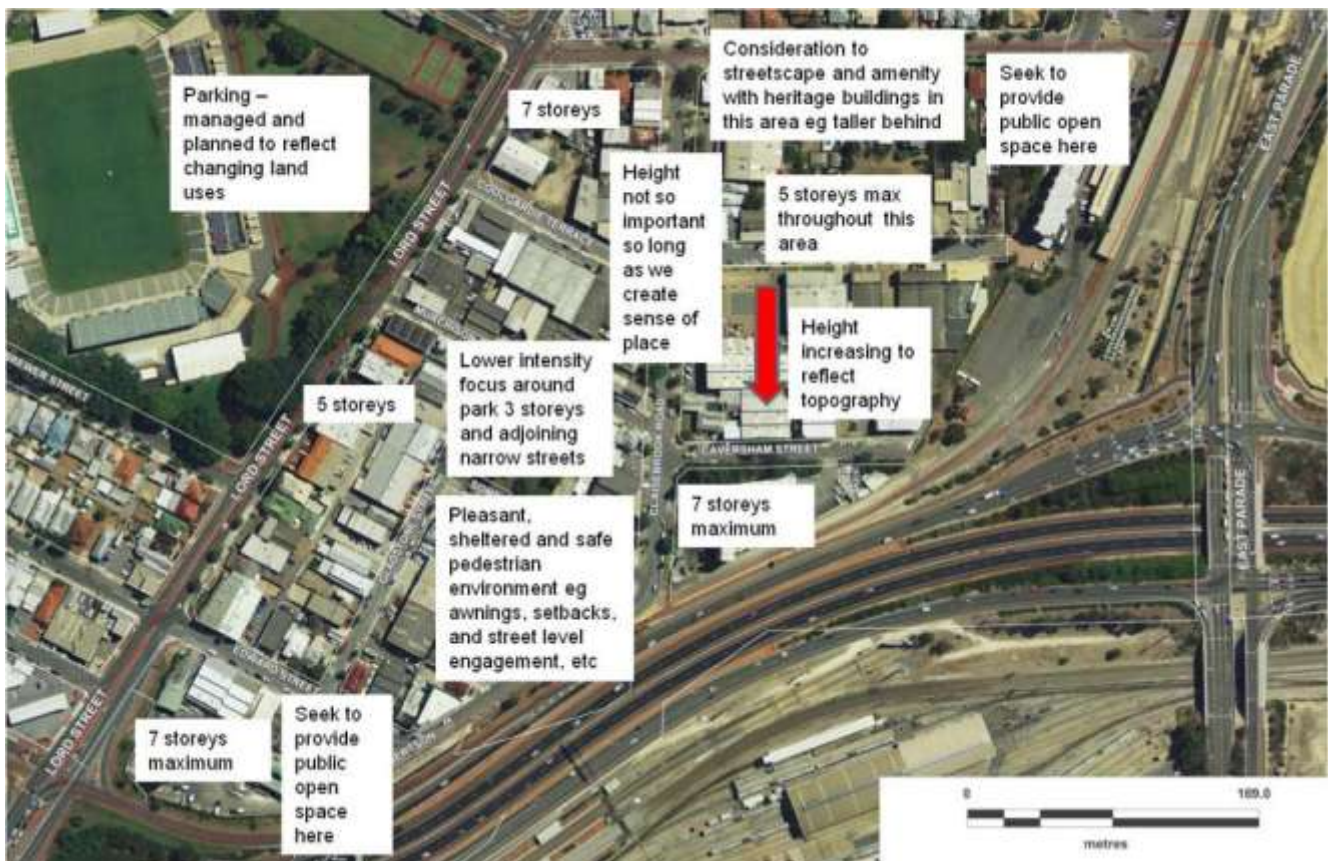
- NIB Stadium
 - Considered to be a Regional Park, and provides an area of active open space.
- Loton Park
 - Provides passive open space and tennis courts

Feedback received from workshop participants is provided in the diagrams over the page.

LAND USE



HEIGHT



9. WORKSHOP SESSION #4 – SUSTAINABILITY AND RESOURCE CONSERVATION

Linton encouraged participants to consider the resource conservation and implementation context for the precinct and consider the approach to adopting resource conservation initiatives including:

- Energy
 - Encourage workers to use Public and Active form of Transport
 - High energy efficiency light systems
 - Solar panels
- Materials and Waste
 - Recycle construction/demolition materials
 - Select sustainable material and products (low emission/high recycle)
- Water efficiency
 - Reduce water use
 - Storm water management
- Water sensitive design

A summary of the resultant workshop is provided in the table below.

FEEDBACK
<ul style="list-style-type: none"> • This is a unique area and we need creative thinking and demonstration projects of what could be – airflow, natural lighting and heating, etc. • Focus on encouraging the desired outcomes. • Maximising the use of roof space – green roofs, roof top gardens, living walls, etc. • Promote initiatives that focus on the 3 key elements - water, waste, energy. • Encourage small community gardens in larger lot developments. • Water harvesting. • Sewer mining and reuse for irrigation or recharge. • Maximising the natural resultant catchment.

10. WORKSHOP SESSION #5 – IMPLEMENTATION

Linton explained that this visioning workshop is the first step in creating a Structure Plan for the Claisebrook Road North Study Area. Participants were invited to consider the key considerations for the subsequent implementation process.

A summary of the resultant workshop is provided in the table below.

FEEDBACK
<ul style="list-style-type: none"> • Encouraging and mandating where possible to produce redevelopment of the batch plant sites. • Set a date for completion of a draft Structure Plan as the basis for discussion by the last quarter of 2012. • Look for ways to preserve and enhance existing and future land uses with a mix of uses that is supported and manageable during transition. • Ongoing feedback and response for current or future planned precinct development. Perhaps a dedicated area on the City of Vincent website or email bombs for this community e.g. Claisebrook North website (via Brad).

11. NEXT STEPS

The next steps in the process include:

- Establish dedicated website information base;
- Finalise this summary and distribute to participants;
- Monitor and advise (via mailout) progress with regard to batching plant/s when a Ministerial decision is made and the associated conditions;
- When there is progress with the Structure Plan (say October/Nov) reconvene this group and present the emerging directions – on a Saturday morning;

Mayor Alannah MacTiernan thanked all participants for their positive and constructive input for the vision for the future and closed the workshop.

The meeting closed at 2:15pm.

**ATTACHMENT ONE
CLAISEBROOK PRECINCT VISIONING WORKSHOP
Gareth Naven Room, NIB Stadium – Vincent Street Leederville
10:45am Saturday 14th April 2012**

Workshop Purpose:

- To develop an agreed vision for the Claisebrook Precinct.

AGENDA

START	ITEM	BY
10:45	Arrival - Tea and coffee available	
11:00	Welcome	Mayor Alannah MacTiernan
11.05	Update on Batching Plants	Mayor Alannah MacTiernan
11:10	Workshop purpose and process	Linton Pike
11:20	Planning context <ul style="list-style-type: none"> • Regional and local planning context • Opportunities and constraints 	Tory Young
11:40	Brief question and answer session	All
12:00	Workshop Session #1 – A Vision for The Future <ul style="list-style-type: none"> • Overarching vision • Key attributes or guiding principles 	Large group
12:45	Light lunch	
1:15	Workshop Session #2 – Transport (all forms) <ul style="list-style-type: none"> • Scene setting • Key aspirations • Present back • Agree key themes 	Tory Young All Table presenter All
2:00	Workshop Session #3 – Land use and urban form <ul style="list-style-type: none"> • Scene setting • Key aspirations • Present back • Agree key themes 	Tory Young All Table presenter All
2:45	Short break	
3:00	Workshop Session #4 – Concurrent Session	
	Resource Conservation <ul style="list-style-type: none"> • Scene setting • Key aspirations 	Implementation <ul style="list-style-type: none"> • Scene setting • Key aspirations
3:20	Workshop Session #4 <ul style="list-style-type: none"> • Present back • Agree key themes 	Table presenter All
3:40	Next steps	All
3:45	Close	

ATTACHMENT TWO

WORKSHOP PARTICIPANTS

NAME	NAME
Mayor Alannah MacTiernan	Mayor of City of Vincent
Cr. Warren McGrath	Councillor – Deputy Mayor
Cr. Dudley Maier	Councillor
Cr. Roslyn Harley	Councillor
Cr. Julia Wilcox	Councillor
Cr. John Carey	Councillor
Cr. John Pintabona	Councillor
Glen Diggins	Community
Frederick Wilkin	Community
Andrea Leisegang	Community
Fonda	Community
Nick Rahimtulla	Community
Mather Henderson	Community
Rosemarie Robertson	Community
Ryonen Butcher	Community
John Hyde	Community
Thomas Pacy	Community
Brad Lohoar	Community
Andrea Morgan	Community
Kerry French	Community
Elizabeth Frankish	Community
Peter Mercenti	Community
Anton Haynes	Community
Joe Scaffidi	Community
Bill Mullany	Community
Con	Community
Tom Coyne	Community
Terry Scherini	Community
Olivia Scherini	Community
Rob Boardman	Director Community Services
Rick Lotznicker	Director Technical Services
Carlie Eldridge	Director Planning Services
Tory Young	Manager Strategic Planning Sustainability and Heritage Services
Daniella Mrdja	Senior Planning an Heritage Services
Rasa Rasiah	Coordinator Statutory Planning
Odile May	Strategic Planner
Linton Pike	Facilitator - Estill & Associates Pty Ltd

ATTACHMENT THREE

COMPLETED INDIVIDUAL FEEDBACK SHEETS

A number of individual feedback sheets were submitted following the workshop.
They are summarised on the following pages.

The respondents' names are not included to preserve their anonymity.

**CLAISEBROOK ROAD NORTH PRECINCT VISION
INDIVIDUAL FEEDBACK SHEET
14th April 2012**

Name. Respondent #1

Please identify the key issues and opportunities to be considered as part of the Claisebrook Road North Precinct for each of the following areas of interest.

Topic	Comments and Considerations
<p>Transport and Access</p>	<p>Where should the primary precinct access and egress point/s be?</p> <p>What provision is needed for cycling and walking? <i>Mixed use cycleways and footpaths needed.</i></p> <p>How could we improve access to public transport? <i>Cat buses should be available.</i></p> <p>How should parking be managed as part of the new vision? <i>There needs to be realistic parking available for people coming to the area to visit people (residents) and businesses.</i> <i>Under building parking such as in Woolworths in Subiaco.</i></p>
<p>Land Use and Built Form</p>	<p>What type of land use is supported in the future – residential, commercial, retail, industrial or other? <i>Mixed use</i></p> <p>What scale of development is appropriate?</p> <p>How do you vision the streetscape?</p> <p>Where should the greatest area or hub of activity be focused?</p>
<p>Resource Conservation</p>	<p>What approach should be taken to adopting resource conservation initiatives?</p> <p>What are the major issues to be addressed in developing the plan?</p>

Topic	Comments and Considerations
Implementation	What are the major implementation considerations in transitioning to a new vision for this precinct?
Other Comment

WORKSHOP PROCESS FEEDBACK

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
1. Today's workshop was useful and informative.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
2. Participants were given a fair opportunity to have their say.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
3. The facilities & resources at the workshop were adequate and comfortable.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
4. The length of time for the workshop was adequate.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other comment:					

**CLAISEBROOK ROAD NORTH PRECINCT VISION
INDIVIDUAL FEEDBACK SHEET
14th April 2012**

Name. Respondent #2

Please identify the key issues and opportunities to be considered as part of the Claisebrook Road North Precinct for each of the following areas of interest.

Topic	Comments and Considerations
<p>Transport and Access</p>	<p>Where should the primary precinct access and egress point/s be?</p> <p>What provision is needed for cycling and walking? Safe off road mixed use footpaths and cycle ways, bike racks for cycles. Keep cyclists away from the roads.</p> <p>How could we improve access to public transport? Free CAT bus is a great idea. Promote free parking for residents more widely in the broader community.</p> <p>How should parking be managed as part of the new vision? We need to retain good provision for parking in the area. The idea that everyone can and will use public transport or cycle is unrealistic. Businesses need parking for clients, our clients often drive from the country and need. Retain one way streets.</p>
<p>Land Use and Built Form</p>	<p>What type of land use is supported in the future – residential, commercial, retail, industrial or other? Strict approval process for industrial development to make it quiet, dust and pollutant free. Adequate retail eg. supermarkets and community centre, library etc.</p> <p>What scale of development is appropriate? A mixed use with some medium height buildings permitted. Keep the NIB stadium low, 8 storeys are currently suggested - is far too high.</p> <p>How do you vision the streetscape? Provision of shady trees, plenty of seating, outdoor cafes, public open space. More connection with the city. What has happened in Northbridge is a good example. Its green, shady and pleasant for our climate.</p> <p>Where should the greatest area or hub of activity be focused? Make the park more of a recreation hub with more cafes, shops etc, more street life.</p>
<p>Resource Conservation</p>	<p>What approach should be taken to adopting resource conservation initiatives?</p> <p>What are the major issues to be addressed in developing the plan? The batching plant has to go.</p>

Topic	Comments and Considerations
Implementation	<p>What are the major implementation considerations in transitioning to a new vision for this precinct?</p> <p><i>Batching plant.</i></p> <p><i>Reasonable provision for parking for business clients and for people doing big grocery shopping. We need a parking facility similar to the Woolworths car park underneath Subiaco.</i></p>
Other Comment	<p><i>I don't want to see heaps of older warehouses being heritage listed just as example of something unless they have particular beauty. Some buildings just need to go.</i></p> <p><i>I don't want to see it compulsory for new developments to include residential.</i></p> <p><i>More open space, retain both parks.</i></p> <p><i>Height limit to 8 storeys - more likely 5.</i></p>

WORKSHOP PROCESS FEEDBACK

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
1. Today's workshop was useful and informative.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other comment:

It would have been far better to have a good map and detailed information session to commence the session. Those landowners that live in other areas needed much more background to what is currently here. For example where is the local supermarket. What is the current situation before we look to the future. A bird's eye view presentation.

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
2. Participants were given a fair opportunity to have their say.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other comment:

.....

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
3. The facilities & resources at the workshop were adequate and comfortable.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other comment:

.....

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
4. The length of time for the workshop was adequate.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other comment:

Good that it was shortened.

**CLAISEBROOK ROAD NORTH PRECINCT VISION
INDIVIDUAL FEEDBACK SHEET
14th April 2012**

Name. Respondent #3

Please identify the key issues and opportunities to be considered as part of the Claisebrook Road North Precinct for each of the following areas of interest.

Topic	Comments and Considerations
<p>Transport and Access</p>	<p>Where should the primary precinct access and egress point/s be?</p> <p>What provision is needed for cycling and walking? <i>Under or overpass of Lord Street to accommodate pedestrian traffic from train stations to NIB stadium.</i></p> <p>How could we improve access to public transport? <i>CAT bus up Lord Street.</i></p> <p>How should parking be managed as part of the new vision?</p>
<p>Land Use and Built Form</p>	<p>What type of land use is supported in the future – residential, commercial, retail, industrial or other? <i>Mixed.</i></p> <p>What scale of development is appropriate? <i>Medium density.</i></p> <p>How do you vision the streetscape? <i>Aesthetically appealing with environmentally enhancing aspects..</i></p> <p>Where should the greatest area or hub of activity be focused? <i>Somerville / Gladstone / Claisebrook Roads.</i></p>
<p>Resource Conservation</p>	<p>What approach should be taken to adopting resource conservation initiatives?</p> <p>What are the major issues to be addressed in developing the plan?</p>

Topic	Comments and Considerations
Implementation	<p>What are the major implementation considerations in transitioning to a new vision for this precinct?</p> <p style="text-align: center;"><i>Being kept informed:</i></p> <ul style="list-style-type: none"> • <i>A chance to review and comment on overall future plan</i> • <i>Seeing the road map for changes to policy / zonings etc.</i>
Other Comment	<p><i>Upgrade Lord and Summer Street lights.</i></p> <p><i>Maximise roof top space.</i></p> <p><i>Community garden.</i></p> <p><i>Environmental initiatives eg. water harvesting are essential.</i></p>

WORKSHOP PROCESS FEEDBACK

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
1. Today's workshop was useful and informative.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other comment: I appreciated being informed and the opportunity to hear, discuss and influence my future community. Thank you to all.					

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
2. Participants were given a fair opportunity to have their say.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
3. The facilities & resources at the workshop were adequate and comfortable.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other comment:					

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know
4. The length of time for the workshop was adequate.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other comment:					